Advertisement Support to Tourism Magazines by Air India

4451. SHRI GOPALSINH G. SOLANKI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that some monthly magazines on tourism, aviation and hospitality industry had requested Air India for release of advertisements during 1997-98;

(b) if so, the names of such magazines/journals with the details of advertisement support given by Air India during 1997-98; and

(c) whether Air India have denied certain magazines for advertisement support and if so, the reasons for the same and whether air India would consider giving advertisement support during the current financial year to monthly magazines promoting tourism, aviation and hospitality industry?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The information is being collected and will be laid on the Table of the House.

(c) Advertising support is extended to various magazines promoting tourism subject to their fulfilling the circulation/readership requirements laid down by the airline. However, because of budgetary constraints, it is not feasible to extend advertising support to all the magazines promoting tourism.

Traffic flow at Guwahati Airport

4452. DR. ARUN KUMAR SARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the projected (50 years) traffic flow of Guwahati Airport on being a regional hub and international airport;

(b) the facilities not presently avaiable and proposed to be created to cope up with the aforesaid projection;

(c) whether a proposal from the State Government of Assam for addition of on aerobridge at domestic airport is pending with AAI; and

(d) if so, whether Government could ensure it by some minor adjustment in the ongoing construction on the ground that Guwahati is a heavy rainfall area with long lasting monsoon (April to October)?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Airports Authority of India (AAI) has projected, based on 1996-97 actuals, passenger traffic flow varying between 6% to 10.5% and cargo traffic between 6% to 4% for a 20 year period (1997-98 to 2016-17). No projections have been made for the 50 year period;

(b) The existing facilities are sufficient to meet the expected traffic growth for the next 5 years. The terminal building can handle 700 arriving passengers. To meet the expected traffic growth the following proposals are at hand:—

(i) to expand the departure hall to handle 700 passengers;

(ii) to construct International Passenger terminal at a cost of Rs. 25 crores;

(iii) to construct International Cargo Terminal at a cost of Rs. 13 crores;

(iv) to strengthen and extend the runway upto 12000 feet at a cost of Rs. 40 crores to operate B-747 type of aircarft.

(c) and (d) Yes, Sir. However, provision of aerobridge in the existing domestic terminal building has not been found technically feasible because the building is designed for single level operations.

Disinvestment of Government shares in Indian Airlines

4453. SHRI DIPANKAR MUKHERJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to disinvest the equity shares from Indian Airlines;

(b) if so, the percentage of shares proposed to be disinvested;

(c) whether any discussions/meetings have been held with the management and trade unions on this issue; and

(d) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Yes, Sir. It is proposed to undertake a phased disinvestment in Indian Airlines over three years, bringing the Government's equity holding down to 49%.

(c) and (d) Views of all concerned would be considered while taking a final decision in the matter.

Development of unused airports

4454. SHRI BHAGABAN MAJHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have identified the unused airports in the country;

(b) if so, the State-wise details thereof;

(c) if so, the fund earmarked therefor; and

(d) the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Airports authority of India have identified following airports as unused airports:—

Cuddappah, Donakonda and Warrangal in Andhra Pradesh; Passighat in Arunachal Pradesh; Rupsi and Shella in Assam; chakulia, Gaya, Jogbani, Muzzaffarpur and Raxaul in Bihar; Deesa in Gujarat; Mysore and Hassan in Karnataka; Bilaspur, Khandwa, Panna and Satna in Madhya Pradesh; Akola in Maharashtra; Jharsuguda in Orissa; Vellore in Tamil Nadu; Khowai; Kailashahar and Kamalpur in Tripura; Jhansi and Lalitpur in Uttar Pradesh and Balurghat and Malda in West Bengal.

(c) to (e) AAI is considering developing Hassan airport and a provision of Rs. 3 crores exists in the Annual Plan for 1998-99 for this purpose. As regards other unused, and idle airports, AAI has made a proposal to hand over these airports to the respective State Governments for upkeep maintenance and use. Kolhapur and Sholapur airports have already been transferred to the Government of Maharashtra on 1-2-1997 on mutually agreed terms.

राष्ट्रीय विमानपत्तन प्राधिकरण के अधिकारियों के वेतनमानों का संशोधन

4455. **श्री दिलीप सिंह जूदेव:** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने राष्ट्रीय विमानपत्तन प्राधिकरण के अधिकारियों के वेतनमानों और पदनामों में संशोधन किया है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उपर्युक्त संशोधन किस तारीख से प्रभावी हुए हैं;

(ग) उनके वेतन-पैकेजों में श्रेणी-वार किए गए संशोधनों का विस्तृत ब्यौरा क्या है; और

(घ) कर्मचारियों की लंबित मांगों का ब्यौरा क्या है और इनमें से प्रत्येक पर सरकार की क्या प्रतिक्रिया है?

नागर विमानन मंत्री (श्री अनंत कुमार): (क) से (ग) भारतीय विमानपत्तन प्राधिकरण ने पहली अप्रैल, 1996 से अपने कर्मचारियों के लिए एक समान वेतन मानों तथा पदनामों को अंगीकार कर लिया है। वेतन मानों तथा पदनामों संबंधी ब्यौरे विवरण में दिए गए हैं। **(नीचे देखिए)**।

(घ) आज तक की स्थिति के अनुसार एक समान वेतन मानों से संबंधित कोई भी मांग लंबित नहीं है।